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Hongkong Daily Press.

ESTABLISHED 1857.

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The Highest Possible Award.
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Of Highest Quality, and having
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[191a]

No. 14,500 號百伍千肆萬壹第 日伍十月捌年十壹拾光 HONGKONG, SATURDAY, SEPTEMBER 24TH, 1904. 陸拜禮 號肆十式月次年肆零百九仟壹英港香 PRICE, \$3 PER MONTH.

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The Brand of the
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Price Per 1 Doz. Bottles
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" 2 Gallon Jar 14.00 [a2183]

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MONOPOLE, FUTURE, CENTAUR, and
NEW PREMIER CYCLES. Best American
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for Sale. Also a Large Assortment of SECOND-
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nearly as good as new, at greatly reduced prices.
MOTOR CYCLES, MAIL CARTS,
RICKSHAS FITTED WITH PNEUMATIC
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OUT. Everything in the trade always kept in
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specialty. **H. S. ABDOLA,**
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GREEN ISLAND CEMENT COMPANY

PORLTAND CEMENT.
Casks of 375 lbs. net \$5.00 per Cask ex Factory.
Bags of 250 lbs. net \$3.20 per bag ex Factory.
SHEWAN, TOMES & CO.,
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Hongkong, 1st September, 1904. [a1451]

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SHIRT & BREECHES MAKERS.
Fit, Quality, Workmanship Guaranteed.
Prices Very Moderate.
Now Showing--Latest Flannel Suitings,
New Stock of Ties, Straw Hats, Felt Hats,
Panamas, Boots and Shoes, &c., &c., &c.
Inspection Invited.
Hongkong, 5th August, 1904. [a1912]

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Hongkong, 22nd September, 1904. [a281]

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MARINE AND ELECTRICAL CONTRACTORS.
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FITTED WITH ELECTRIC LIGHT AND FAN.
AT THE DISPOSAL OF AMATEURS.

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ENQUIRIES SOLICITED.

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Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:

SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT
\$23.50 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

IMPERIAL BRANDY \$12.00 PER CASE.

THE ELITE OF WHISKY-- THE "PALL MAIL," \$21 PER DOZ.

11 Years old: the finest quality shipped.
Each bottle bears an Analyst's certificate.

**C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,** BENEDICTINE LIQUEUR--
D.O.M., \$41.75 PER DOZ. QUARTS.

\$11.00 PER DOZ.
Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS

THEY ARE UNEQUALLED AT THE PRICE
AGENTS--**SIEMSSSEN & CO., HONGKONG.** [a45]

We have Just Landed a Few Cases of Champagne in QUARTER
Bottles suitable for invalids.

LANSON VIN. 1898.

Price \$15 Per Dozen.

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CALDBECK. MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS,

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Hongkong, 20th September, 1904. [a281]

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BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY
AS CHEAP AS GAS!
FOR PARTICULARS APPLY TO

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[a55]

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FURNISHERS AND UPHOLSTERERS.

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DESIGNS FORWARDED ON APPLICATION.

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The only Reliable Brand is

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THE STANDARD LIFE OFFICE

(ESTABLISHED 1825.)

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£22,000,000

Paid in Claims.

THE Standard is the only British Life Office
having a Local Board of Directors in the
Far East with full powers to accept Proposals,
pay Surrenders and Claims on the spot without
reference home.

The Oldest and Cheapest Company in the
East.

DODWELL & CO., LTD.

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HONGKONG HOTEL

A FIRST-CLASS HOTEL IN EVERY RESPECT

Elegantly Furnished Reading, Drawing
Music, Ping-pong and Smoking Rooms.
Private Bar and Two Billiard Rooms for
Hotel Residents.

Dining Accommodation for 300 persons.

Private and Special Dining Rooms.

European Chef and Indian Curry Cook.

Ladies' Afternoon Tea Rooms with European
Matron in attendance.

Ladies' Cloak Room.

Hydraulic Elevators to each Floor.

Bedroom Accommodation—131 rooms.

Electric Lighting throughout. Electric Fans
in Rooms, if required.

Hot and Cold Water throughout.

Wines and Groceries specially imported by
the Hotel Co.

Wines cooled by Hotel refrigerators.

Hotel Linen washed on Premises by
machinery.

Fire Extinguishing Mains and Emergency
Exits on every floor.

MODERATE CHARGES! NO EXTRAS!

H. HAYNES, Manager.

a48 THE

PEAK HOTEL.

Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South
West Monsoon.

A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.

Telephone No. 29.

Town Office: 7, DUNDELL STREET. a914

Electric Passenger Elevator to each floor.

Table D'Hot at separate tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 10th June 1903. a102

CONNAUGHT HOUSE.

A FIRST-CLASS HOTEL Situated near
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Excellent Cuisine and Wines.

Large and Lofti Rooms. Elegantly Furnished.

Hydraulic Elevator, hot and cold water
throughout.

Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to the

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Hongkong, 31st October, 1902. a449

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard Rooms.

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if
required).

Electric Passenger Elevator to each floor.

Table D'Hot at separate tables.

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Hongkong, 10th June 1903. a102

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CHEMISTS, DRUGGISTS,
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PRICKLY HEAT
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A reliable and efficacious remedy.

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HOUSEHOLD
AMMONIA.

For the Bath, Toilet and Household.

Promotes a healthy action of the skin, counteracts all effects of perspiration, and is as refreshing and invigorating to the system as a Turkish Bath.

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CARBOLIC
SOAP.

Recommended by the Medical Profession.

THE
HONGKONG
DISPENSARY.

ALEXANDRA BUILDINGS.

[31]

BIRTHS.

On the 20th September, at the Victoria Hospital, Barker Road, the wife of Young H. H. of a daughter.

On the 24th August, at Kiating, SZECHUAN, the wife of the Rev. F. J. BRADSHAW, American Baptist Mission, of a son.

On the 16th September, at Shanghai, the wife of Thomas Ogden, of a son.

On the 17th September, at Shanghai, the wife of H. C. MULLETT, of a daughter.

The Daily Press.

HONGKONG OFFICE: 14, DESVREUX ROAD. LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, SEPTEMBER 24TH, 1904.

THOSE who do not admire the British Premier's ability as a statesman have a disrespectful way of referring to his philosophical bent as something unmet in a man upon whom rests responsibility for great practical affairs. Rightly regarded, however, there is surely something to be admired in the man who can leave Downing Street, where he has been preoccupied with the political interests of a great nation, to travel down to Cambridge to address a body like the British Association on such a subject as "Reflections suggested by the New Theory of Matter." We are not in a position to state that Mr. BALFOUR literally went direct from one place to the other; but it is figuratively correct to express in that way the remarkable transition from one phase of thinking to another, diametrically opposed as those phases are. It is indeed a far cry from the theory of the physical universe to the theory of contraband; and in these stirring times we need an example like that of the Prime Minister to encourage the faculty of mental detachment that is as necessary for perfect sanity as physical exercise is for health. We have been familiarised with the axiomatic value of attention by the petty tradesman, commencing, who, in his announcement to the public, usually promises the quality in its strictest form. A learned Frenchman (Rivier) in a study of the psychology of attention has, however, defined it in such a way as to quite unintentionally awaken us to the risk we run in adapting ourselves too much to a predominating thought. Whereas inattention leads to incoherence, vagueness, and error, attention overdone may become monomania. The danger of war for breakfast, war for dinner, and war for "between meals," as MARK TWAIN would put it, ought to be sufficiently obvious to excuse a digression in the direction of a

topic whose usefulness to the average man may not be *prima facie* apparent.

If Mr. BALFOUR has been correctly reported, he has given utterance to some remarks (they can scarcely be called ideas) which will not command him either as an original or sound philosopher. It may be, supposing we are able to demonstrate his rashness, that it can be taken as an argument against the value of distraction; or, on the other hand, that the Premier's temporary departure from statecraft is not a genuine case of relaxation, but a return to a first love already wedded with excessive assiduity. We are unable to see any particular movement in advance in the statement that the object of present-day physical speculation is something more than the discovery of the laws connecting phenomena; that "it is the physical reality constituting the permanent mechanism of the physical universe." Therein Mr. BALFOUR has probably suffered at the hands of the reporters. We hope so, for the dictum is indicative of more of an attack of diarrhoea than of a flight of inspiration. In the summarised report before us, Mr. BALFOUR is credited with "describing the theory of the physical universe which obtained about the end of the 18th century," and with "pointing out how that conception had been modified by the development of the theory of the universal diffusion of ether through space, and by the discovery of the part played in nature by electricity. Two centuries ago electricity seemed but a scientific toy. It was now thought by many to constitute the reality of which matter was but the sensible expression." Up to the point where we encounter the somewhat startling reversal of terms with regard to matter and its expressions, we are on safe premises; and it is therefore disconcerting to find the lecturer quarrelling with inductive logic, and denying its usefulness in dealing with "the problems suggested by the new theories."

The marriage between Commander Guy R. Gaunt, R.N., H.M.S. *Vengeance*, China Squadron, and Margaret, widow of Mr. Philip Jukes Warthington, of Leek, Staffordshire, second daughter of Sir Thomas Wardle, of Leek and Sainsbury, takes place at Hongkong in November.

The two French steamers, *Paul Beau* and *Charles Hardouin*, are still lying idle in the river near Canton. The result of the meeting of creditors of the bankrupt firm to which they belong has not transpired, but it is unlikely that the vessels will be put on the Canton run again.

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Yesterday's plague report: nil.

The coloured women of Johannesburg have petitioned the Legislative Council to legalise marriages between white and coloured people.

Lieut. S. H. J. Thunder, 1st Batt. Northamptonshire Regt., is to be appointed for duty with the Chinese Regiment of Infantry at Wei-hui-wei.

A Berlin telegram says the articles in the *Times*, the *Globe*, the *Express* and the *Daily Mail* maligning Germany are repudiated by the other English papers.

On page 5 will be found an important statement, received by yesterday's mail, by the British Premier, relative to the damage to British shipping from Russian lawlessness.

The American State Department has dispensed with the further services of Mr. McWade, American Consul-General at Canton, and has appointed Mr. F. D. Cheshire to that post. Mr. J. M. Davidson returns to Nanking to replace Mr. Cheshire.

Owing to the Macao Government's delay in handing over the ex-Namhoi Magistrate to the Vicerey at Canton, it is rumoured that several promised concessions, including the water supply concession, are being withheld by the Chinese Government.

The *Campana*, 16, first-class battleship, which was commissioned as flagship of Rear-Admiral R. L. Greene for the manoeuvres, is to be paid off at Portsmouth. She will, it is reported, be re-commissioned shortly, and it is generally reported, will be sent to join the China Squadron.

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rifle range at Kowloon City. Further, he has promised the Association that so long as it is possible to use the King's Park rifle range at Kowloon with safety they will be permitted to do so. (Applause) I should now like to justify my personal interest in the present scheme. From the end of the year 1895 till the end of the year 1900 it was my duty to examine the annual reports of the Commandant of the Hongkong Volunteers and these reports during those years showed a continual progress both as regards numbers and efficiency. At the end of the year 1895 the number of Volunteers was 125; at the end of 1896-7, 159; 1897-8, 176; 1898-9, 181; 1899-1900, 311. I am able from my recollection of the reports of the other Volunteers and Militia in the British colonies to say that the state of the Hongkong Volunteers compared, as judged from these reports, very favourably with the state of the other 80,000 Militia and Volunteers forming the forces of the other colonies of the Empire. (Applause). I was a little disappointed when I arrived here to learn that the numbers had gone down to a little over 200, and also that there was a tendency on the part of the young men in Hongkong to abandon Volunteering for other amusements, and I had to consider what steps should be taken to revive interest in the corps and increase its numbers and efficiency. My experience during the five years of dealing with reports from the colonial troops of the Empire makes me believe that the best way for increasing the corps at Hongkong was to have its various components parts under conditions which would take advantage of the special circumstances of the various classes of the population. (Applause). This was a system that I followed in the Volunteers on the Gold Coast with some success. There I found that at the various coast stations there were only a few Volunteers, not enough to make a company by themselves, and disinclined to join the African corps. So I instituted a machine gun section in each of the principal corps at Accra, the capital, the machine gun section was mainly composed of officials under the command of an official. At Cape Coast Castle, the commercial centre, the Volunteers were mainly men in the business houses, and their commanding officer was the head of one of these houses; while at Axim the company representing the machine gun department was made up of men mainly engaged in mining, and officials, and the commanding officer was an official. The various drills and parades fitted in with the normal work of the different detachments, and on the whole these detachments took firm root; and I was informed by the Brigadier-General who inspected them that they were a valuable addition to the defence of the Colony. Here, after carefully considering the matter, I put in hand three schemes. The first of these was to reorganise the existing Volunteers on the basis of detachments comprising men of the same department or the same firm with a view to these men always working together in their drills and service and of combining with other detachments or relieving other detachments in time of war, each detachment being told off to its definite position in the scheme of events. I believe there are some difficulties in carrying out that scheme but I think it has been on the whole favourably reviewed, and that there has been some increase in the Volunteers since it was put. The second project was the formation of a \$1400 who owned ponies, and who were in the habit of riding about the island, into a mounted troop. I was told that I could probably get 20 men to enrol themselves in such a troop. As a matter of fact the troop which is now being enrolled consists of 25 members (applause) under Lieut. W. J. Gresson. The third project was that of a Volunteer reserve, to get hold of the men who no longer felt themselves disposed to go through the drudgery of ordinary drill or who had gone through that drudgery already. I was told that I should probably get about 100 members. As a matter of fact, by the 15th September, the date mentioned in the original notification, only 32 members had enrolled. There was a fourth project, not entirely unconnected with the other, and that was to form a first-aid class for ladies who would subsequently go through nursing classes and then register their names for service in the naval and military hospitals in time of war. Sixty-six ladies put their names to it. (Applause) A few words now on the general question of Volunteering, and especially on Colonial Volunteering. At home the ever-increasing burden of Imperial defence, which now absorbs 60 per cent. of the revenue derived from heavy taxation, the failure of various schemes of army reorganisation to provide in the public opinion for the public good in the matter of defence, and again the failure to attract men to the army by various new inducements, have directed the minds of thinking men to the necessity of making more available the class from which the Volunteers in England now come, and the large class who have not yet recognised the obligation of preparing themselves for personal service for the defence of their country. In the colonies this recognition of the obligation to prepare for personal service has always been more widespread than at home, and especially is that the case in colonies where there is only a small proportion of British residents living in the midst of a large number of fellow subjects of an alien race. Personally I have long been of opinion that in such colonies it is the duty of every man to prepare himself so that he may be available to assist in the defence of the colony, of his own interests, and, should occasion arise, of the women and children who live around him. (Applause). As regards Hongkong, I am glad to say that I see no immediate prospect of the hour of need coming upon us, but in these days wars arise at short notice and their course is often largely affected by the

initiatory action in them. Again, events occurring outside this colony and over which the colony has no control may produce unrest which might culminate in serious internal disturbance. Those who have taken these steps to prepare themselves for personal service in such eventualities would, I believe, have no reason to reproach themselves if such events produced even only a temporary disaster. It seems to me that personal service is a white man's burden and that we dare not stoop to less. Every form of service is a burden, but I do not think you will sympathise with those who under the cull of freedom cloak their weakness. The burden imposed by the conditions of the Reserve Association is a light one, and I trust that all those in this room who are eligible will, if they have not already done so, take upon themselves this evening this burden. I do not base my appeal to you on the recreation which is likely to be derived from rifle shooting, although I hope it will prove a recreation, and I will do everything in my power to make it one. I do not, either, base my appeal on the pleasure it will give me of seeing a scheme which I have made my own a success. I only ask you to join this association for one reason, and that is the best of reasons—because it is the right thing to do. (Applause).

His Excellency asked if any of those present desired to make any suggestions.

No suggestions being offered at this stage.

The CHIEF JUSTICE addressed the meeting. He said the figures quoted by His Excellency—figures, he understood, compiled by His Excellency when secretary to the Imperial Defence Committee—proved that the martial spirit which from all time had actuated our ancestors burned as brightly among their descendants in Hongkong to-day as it had ever done in any part of the Empire. (Applause) 311 Volunteers out of the comparatively small number of Europeans in this Colony was no small proportion of the population and compared favourably with Volunteering in other parts of the dominions. We of the British race were said to be of a commercial spirit, and long might we continue so; but we were also a warlike people, and the occasion had never yet arisen when the need had been demonstrated that the people had not flocked to the standard. It was not lack of the martial spirit in this Colony which made the Volunteers small in numbers; it was because it had not hitherto been borne in upon the people as a whole that there was any necessity of undergoing what to most people was the irksome discipline necessary to be perfected and made efficient as a soldier. At the time of the unrest in the North in 1900 there was no lack of readiness to come forward and be enrolled; and should occasion unhappy arise he was sure that other men would be found to come forward for the protection of this Colony. His Excellency had removed a great difficulty from the way of most of the senior residents of the Colony. Most of them were not prepared to go in an active members of the Volunteer Corps and to go into camps of instruction and undergo discipline, partly owing to disinclination, partly owing to lack of time. His Excellency had become as it were the *Deus ex machina*, and had provided the means by which all of them who were still physically capable might perfect themselves in the art of the thing, marksmanship.

In determining to remodel the corps, His Excellency had added considerably to the number of those who would send in their names—old occasion unhappily arise. A good many of them were over 50 years of age and were not available under the original conditions. The colony owed His Excellency a debt of gratitude for having awakened the people to the necessity of making themselves perfect in the use of a weapon of defence as well as of offence, and he was sure His Excellency's appeal would be responded to. We were not able, thank God! at this moment to say that there was any pressing necessity for the enrolment of the members of this community, but there was the possibility that at any moment we might be in this part of the world brought to consider how best and most efficiently we might protect ourselves. On behalf of the meeting he thanked His Excellency for having brought this matter before their notice. (Applause).

Mr. W. DANBY ventured to ask His Excellency if Mr. Hewett would give them some information as to how the Shanghai Volunteers were run. There they had practically a Volunteer Reserve, and he was sure Hongkong would not want to be second to Shanghai in that respect. As an old resident and a very old Volunteer officer in Hongkong he felt ashamed at the number of the corps here. In a colony like this there should be 500 efficient. (Applause) Many of the men who were in that room called themselves loyal British subjects, and yet they did not belong to the Volunteers. Some of them when approached said it was not good enough; others told him candidly they were ashamed of the Volunteers.

Mr. E. A. HEWETT said he had been 12 years in Shanghai and was two years *ex officio* commandant of the Volunteer corps. The reason why the corps there was larger than in Hongkong was that they had to look to themselves for their own heads and the women and children in time of trouble and in the event of riot. Out of a population of 8,000 they had nearly 1,200 Volunteers during the summer of 1900. The Hongkong corps should at least equal that of Shanghai, for here they had advantages for becoming efficient volunteers which did not exist in Shanghai. What they wanted was that all men who could stand on their legs should come forward and learn to shoot, so that when their services were called upon they would be of some use. You could not become a marksman in two or three weeks. He hoped His Excellency's

appeal would be responded to in a freer and more generous spirit than it had been hitherto. (Applause).

Mr. GERSHOM STEWART remarked that the greatest difficulty in getting men to join was their antagonism to drill. He thought they would get in a good many men if it was clearly understood that they would shoot and only enrol themselves as an available Volunteer company in time of war. When asking people to join, it was surprising to find how many were over 50, yet many of these would be extremely disagreeable people for an enemy to tackle. It was a wise thing to extend the age limit. The example of those 66 ladies who had given in their names would, he hoped, inspire the men to join the Association. It was a movement for the public good. (Applause).

His Excellency—There was much that I agreed with in Sir Henry Berkely's speech, but I noticed it contained the old fallacy that all that was required was men to come forward in the hour of need. It has been often, too often, shown that men who become soldiers at the last moment are not as useful, not a quarter as useful, as men who have had at any rate some previous training. This opinion has already been expressed by Mr. Hewett. There is much also that I agreed with in the remarks that fell from Mr. Danby, for he put them possibly a little more directly than I should have been able to do. (Applause) With regard to Mr. Hewett's remark about volunteering being more real in Shanghai than it is in Hongkong because we have here our Garrison, I would say we want to tie that garrison down as little as possible to operations in or near the town, so that it may act to the best general defence of the Colony. With regard to Mr. Gershon Stewart's question as to whether the Volunteer Reserve Association, in contradistinction to the Volunteer Corps, should be called upon to do any drill, I have to say it is not contemplated, it is not proposed, to do any drill. What is proposed is that they should make themselves efficient shots. I think there remains nothing for me to do but to thank you, gentlemen, for coming to this meeting and taking an interest in this subject.

On the motion of Mr. HEWETT, a vote of thanks was awarded His Excellency for the steps he had taken to awaken interest in the Volunteering movement in Hongkong.

The meeting then dispersed.

BALTIC FLEET HAD "BETTER BIDE."

The Baltic fleet has not yet left its moorings, though the Admiral has been on board since Sunday. We are not told what is the cause of the delay, but Admiral Avellan, the Minister of Marine, has assured a French correspondent that a start will be made within a few days. It is easy to imagine several excellent reasons why the departure should be deferred. If it is deferred much longer it will have to be abandoned altogether, as the ice sets in early in the waters about Vladivostok. Such a consummation would save Admiral Rozhdestvensky from many anxieties, and perhaps all the Russian naval authorities as well. They can be under no illusions as to the arduous character of the enterprise, and, should unavoidable accidents oblige them to forego it, their chagrin will surely be unmixed with relief. Possibly they have discovered as the moment approaches for putting the scheme in action that, even if they have really secured the active assistance of the North-German Lloyd, coal arrangements are not so promising as they had supposed. They declare, it is true, that ample provision has been made to keep the ships supplied without recourse to the hospitality of other Powers, but at the same time they are betraying an anxiety, which all seamen must understand, to be allowed to coal at neutral ports. Indeed, we are told that in their judgment refusal to grant them this privilege can only proceed from an unjustifiable construction of the laws of neutrality. Now they seek to reconcile this contention with their own explicit and formal declaration that coal and all sorts of fuel are amongst the commodities which are absolute contraband of war, we are not informed. We are not at all clear that, even in the absence of this proclamation, we should have been justified in permitting such a squadron as the Baltic fleet, which is avowedly on its way to engage in warfare, to obtain coal in our ports. To give it coal is to give it the means and probably the indispensable means for reaching its enemy, and it cannot attack its enemy until it reaches him. We could not provide a belligerent army with land transport without a breach of neutrality. How can it be less a breach, theoretically considered, to provide him at convenient intervals with the means of transporting himself to the theatre of operations by sea? Professor Westlake appears to us to put the case too low in the interesting letter he addresses us this morning. He observes that the grant or the refusal of the privilege depends upon the scope to be accorded to the principle that a neutral port must not be made the base of hostile operations. He finds it hard to see how this principle could be said to be respected, were defeated Russian ships permitted to coal in German ports in China or were a Russian squadron setting forth against its enemy from the Baltic permitted to coal in British, Egyptian, or French ports on its way out. We think it would be very hard, even had Russia refrained from blocking all coal and fuel as contraband at the outset of hostilities. In the face of her proclamation, we hold it to be impossible that any Power with any pretence to neutrality could suffer such a squadron to embark what its own Government describes as absolute contraband under the shelter of a neutral flag, and to embark it in the way and at the times and places when and where the act would be most advantageous to the one belligerent and most injurious to the other. —Times.

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HUMANITARIANS.

It has been suggested, because we have not on all occasions seen eye to eye with the kindly impulsive people who have written letters to this paper, that on the subject of humanitarianism we are not sound; that we show symptoms, in fact, of callousness to the sufferings of our dumb relations. It would be very easy, of course, to profess unbounded sympathy with all humanitarian movements whatsoever, without any qualifications or reservations; but it would not be honest. There is a time to give the sentimental emotions free play, and there are times when it is necessary to guard against being maudlin or hysterical. There is a regrettable lack of the sense of proportion in many who are concerned because of the suffering they perceive in the world. They "mean well" but the goal to which the well-intentioned pavement leads is proverbial. As a modern wit has recently expressed it, apropos another kind of sentimentalism, these people reverse the method of the Jesuits, and do good that evil may come of it. A typical case may be found on almost any page of the annals of the National Society for the Prevention of Cruelty to Animals, which, in the name of humanity, must undoubtedly have perpetrated many cruelties on mankind itself. A poor old man, earning an honest and modest living with the aid of a poor old horse, was charged with cruelly working a horse in an unfit condition. It had two saddle sores. If he had been more amply endowed with the world's goods, he would have owned a better horse, and could have afforded harness less likely to abrade the skin of his old four-legged servant. In spite of his pleadings that he had eased it all he could, put oiled rags on the wounds, and caressed the collar, the old fellow was fined more than he could earn in a week. It was proved that the horse winced when the N.S.P.C.A. Inspector touched the wound. "The animal must have been suffering cruel pain, your Worships." The magistrates who fined the old man had often in the hunting field given their animals much more pain. There is no discrimination shown by the officers of the Society at Home, and the reason is that it is to their interest (or they believe it is) to prove their diligence by the number of cases and "convictions" they can report. Some suffering is inevitable in the mechanism of nature, and we would rather see the beasts have it than our fellow creatures. It is not so certain that the post was, right or wrong, that a small creature feels as great a pang "as when a giant dies"; but without insisting on the point, we are much more concerned for the alleviation of the giant's suffering than for the rabbits which suffered to show the surgeons what to do, the horse that was spurred to fetch the surgeon, and the beast that was slaughtered to nourish and strengthen the patient. There is something of presumption in the way in which the more sentimental humanitarians set about improving nature. Any cruelty that is unnatural, of course, is better stopped if possible; but the sentimental Sisyphus who hopes to make the world a better place by doing what he daubed as a small creature feels as great a pang "as when a giant dies"; but without insisting on the point, we are much more concerned for the alleviation of the giant's suffering than for the rabbits which suffered to show the surgeons what to do, the horse that was spurred to fetch the surgeon, and the beast that was slaughtered to nourish and strengthen the patient. There is something of presumption in the way in which the more sentimental humanitarians set about improving nature. 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Goods not cleared by the 20th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 23rd September, 1904. [11]

HIGH-CLASS EDUCATION.

THE CLIFF, EASTBOURNE.

A HOME SCHOOL for GIRLS, standing in its own grounds of 4½ acres, 110 feet above sea level. A large staff of Masters and Teachers and full provision for outdoor games.

Sanitary arrangements perfect. Eastbourne is about one hour and a half from London by express, and is well known to be one of the healthiest places on the South Coast.

For terms, illustrated Prospectus and references.

Apply to— DEACON, LOOKER & DEACON, Solicitors, Hongkong.

Shanghai, 17th September, 1904. [2240]

A SPECIAL SALE will be held at the ITALIAN CONVENT on behalf of the POOR ORPHANS

on the 23rd, and 24th inst., at 2 P.M., of Ladies' and Children's Underclothing, Children's Dresses, and other embroidered articles, suitable for Birthday Presents, &c.

The prices will be marked on every article.

The Superiress hopes to receive and merit a large share of the public patronage, who have at all times given her proof of their generosity.

ITALIAN CONVENT, 23, Caine Road.

Hongkong, 17th September, 1904. [2239]

ROYAL DANISH CONSULATE

DANISH subjects are hereby requested to have themselves registered at this Consulate.

ARMIN HAUPT,

Consul.

Hongkong, 21st September, 1904. [2269]

NOTICE.

THE Undersigned has Opened his CONSULTING ROOMS on the FIRST FLOOR of 34, Queen's Road Central (Old Hongkong Club Building), opposite the General Post Office.

DR. A. CARREIRA D'AZEVEDO,

Medical Practitioner.

Hongkong, 23rd September, 1904. [2289]

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversations with a Frenchman. Terms very moderate.

Also Lessons in English by an English Lady.

H. R.

Care of Office of this Paper.

Hongkong, 16th May, 1903. [200]

TENDERS are invited for the Supply to H. M. Naval Yard of the undermentioned timber materials for one year from 12th October, 1904, viz.—

Teak.

American Fir

Camphor Wood

Hardwoods

Oregon Spars.

Form of tender, and information in regard to the conditions of Contract, &c., can be obtained, on application to the Naval Store Officer, H. M. Naval Yard. To enable persons tendering to estimate what stocks they would be expected to keep, they will be provided, if necessary, with a statement showing the expenditure of the different descriptions of material during the twelve months ending 30th June last. A deposit of one hundred dollars will be required with each tender, but this will be returned on the acceptance or rejection of the same.

The tenders, which will be received till Noon on 28th inst., should be sealed and addressed to the Commodore, H. M. Naval Yard.

Hongkong, 21st September, 1904. [2271]

PASSENGERS to England met on arrival.

HAGGAGE, cleared, forwarded, stored,

Lowest rates. Agents to Board of Agriculture

for importation of Dogs. Special attention to

Bills of Lading.—Write CURTISS & SONS

LD., 23 WEST SMITHFIELD, LONDON, Eng.

LAND. [2256]

PURE FRESH WATER.

THE HONGKONG STEAM WATER

BOAT CO. LTD., is prepared to supply

ANY QUANTITY of PURE FRESH

WATER to the Shipping, both for Deck and

Boilers.

Call Flag W.

J. W. KEW,

Manager.

1st Floor, 37, Connaught Road

Hongkong, 13th June, 1903. [1273]

INTIMATIONS

HONGKONG FOOTBALL CLUB.

THE ANNUAL GENERAL MEETING of Members will be held in the HONGKONG HOTEL on WEDNESDAY, the 23rd SEPTEMBER, at 5.30 P.M.

H. F. CHARD,

Hon. Secretary.

Hongkong, 19th September, 1904. [2243]

NOTICE.

THE SIXTH DRAWING of SIXTY-FIVE DEBENTURES of the Hongkong Club, \$100 each, was held in the Hongkong Club House, on MONDAY, the 19th inst., when the following Debentures were drawn for redemption—

24 303 809 1266 1803

27 331 814 1270 1619

49 352 822 1296 1629

100 425 907 1314 1660

116 453 1007 1319 1675

152 473 1095 1348 1677

179 509 1114 1423 1679

194 575 1149 1424 1711

205 611 1149 1543 1756

207 615 1153 1573 1830

214 621 1189 1591 1847

262 625 1208 1592 1863

267 717 1264 1601 1977

and will be payable at the Hongkong and Shanghai Banking Corporation on the 30th day of September, 1904, in exchange for surrender of same.

By Order,

C. H. GRACE,

Secretary.

Hongkong, 19th September, 1904. [2258]

NOTICE TO SHAREHOLDERS.

HONGKONG HOCKEY CLUB.

THE ANNUAL GENERAL MEETING

will be held at the HONGKONG CLUB

on THURSDAY, the 29th SEPTEMBER, at 5.15 P.M.

T. C. GRAY,

Hon. Secretary.

Hongkong, 23rd September, 1904. [2290]

ROYAL HONGKONG YACHT CLUB.

THE ANNUAL GENERAL MEETING of the Royal Hongkong Yacht Club will be held in the PRIVATE DINING ROOM, of the Hongkong Hotel on THURSDAY, 29th September, at 6 P.M.

The business before the meeting will be—

1. Passing the Accounts for 1903-04.

2. Election of Officers for 1904-05.

3. The dates of the Club Races 1904-05.

Hongkong, 21st September, 1904. [2270]

GOVERNMENT OF BRITISH NORTH BORNEO.

GOVERNMENT OF LABUAN.

REVENUE FARMS FOR 1905, 1906, 1907.

TENDERS will be received by the Secretary to the Governor, Sandakan, on or before the 15th November, 1904, for the following Revenue Farms, for the year 1905, or for the three years 1905, 1906, 1907.

OPUM FARMS.

SPRINT LICENSE FARMS.

PAWNBROKING FARMS.

GAMBLING RESTRICTION FARMS (North Borneo only).

For particulars apply to—

Messrs. GIBB, LIVINGSTON & CO., Hongkong.

Hongkong, 27th August, 1904. [2084]

CUSTOMS FARM 1905.

TENDERS are invited up to 12 NOON, 16th November, 1904, for the Customs Farm, including the sole right to collect all Import and Export duties payable to Government exclusive of Import duties on Wines, Beer and Spirituous liquors which are farmed separately, and Export duty on Estate Tobacco, Timber, Coal, Minerals, Cuts and Manufactured products for the year 1905.

Tenders may be for the whole territory (exclusive of Province Clarke) extending from Sepilok River in Padus Bay on the West Coast to Bourne Point, Silako Bay on the East Coast, including all Bays, Rivers and Islands within the State, or for each separate district.

Each tender should state the monthly rent tendered.

This Farm is subject to the laws and regulations now in force or to any laws or regulations which may from time to time be enacted or is used by Government.

Any further information on the subject may be obtained from Messrs. Gibb, Livingston & Co., Hongkong, the Finance Commissioner, Sandakan, or from the Residents or Officers-in-Charge of the different districts or stations.

Tenders should be sealed and addressed to the Secretary to the Acting Governor of British North Borneo.

Every tender must state the nature of the security to be offered, and which must be partly in cash, to be deposited in an approved Bank or Party in lead and house property.

The Government does not bind itself to accept the highest or any tender.

Hongkong, 27th August, 1904. [2085]

THE JAPAN LAUNDRY COMPANY.

UNDER New Management the above

Company is now prepared to accept

washing in any quantity from Town, Peak and Kowloon residents—also from Ships.

Work splendidly Executed.

Charges—Moderate.

P. G. ALLEN,

Manager.

INTIMATIONS

THE

"APOLLO"

MAKES MUSICIANS OF US ALL.

IT IS A SPLENDID ACCOMPANIST.

IT MAKES ENTERTAINING VERY EASY.

YOUNG AND OLD CAN PLAY THE NOBLEST SCORE WITH THE FINISH AND EXPRESSION OF A MASTER.

IT IS THOROUGHLY RELIABLE AND IS SOLD AT A REASONABLE PRICE.

EITHER FOR

Cash or Hire

PURCHASE FROM

\$385.

THE APOLLO MASTER PIANO PLAYER.

DAILY RECITALS

THE

ROBINSON PIANO CO. LTD.

Hongkong, 24th August, 1904.

[2150]

WEI CHEETOO & CO.

IMPORTERS, EXPORTERS AND GENERAL COMMISSION AGENTS.

SPECIALITY: HUMAN HAIR, No. 12, Pottiger Street, Hongkong.

Agencies:

CHEE CHEONG, Dealer in Human Hair. SHUN LOONG, Preserved Ginger Factory. CHOW LEUNG YEE, Fire Cracker Factory. Hongkong, 1st June, 1904.

[1387]

A. LING & CO., FURNITURE STORE, PLATED, GLASS, AND CROCKERY WARE, &c., &c.; and FOOCHOW LACQUERED WARE. 68, QUEEN'S ROAD CENTRAL. Hongkong, 21st September, 1903.

[2276]

HIRANO WATER. THE QUEEN OF TABLE WATERS. PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST. Bottled in Japan by H. E. REYNELL & CO.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS Hongkong, 31st July, 1903.

[1898]

AMOY ENGINEERING CO. LTD. AMOY

CALL FLAG E.

REPAIR WORK to Steamers and Launches. Castings in Brass and Iron. Moderate charges. Work solicited.

J. D. EDWARDS,

Manager.

Amoy, 3rd December, 1903.

[150]

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REPAIR WORK to Steamers and Launches. Castings in Brass and Iron. Moderate charges. Work solicited.

J. D. EDWARDS,

Manager.

SHIPPING.

ARRIVALS.

ALACRITY, British despatch-boat, 1,700, Comdr. R. M. Harford, 23rd Sept.—Wohaiwei 18th Sept. and Woosung 20th.

HAIMUN, British str., 636, A. Robson, 23rd September—Coast Ports and Swatow 22nd Sept. General—Douglas Lapraik & Co.

KOHSIUNG, German str., 1,292, C. Gosewisch, 23rd Sept.—Bangkok 14th Sept., General—Butterfield & Swire.

MALTA, British str., 3,900, R. A. Peters, 23rd September—Bombay 7th Sept. and Singapo 18th Sept., Mails and General—P. & O. S. N. Co.

MERIONETHSHIRE, British str., 1,950, G. C. Candy, 23rd September—Foochow 21st Sept., General—Shewan, Tomes & Co.

NUNA, British str., 3,844, F. N. Tillard, 23rd Sept.—Shanghai 20th Sept., Mails and General—P. & O. S. N. Co.

CLEARANCES.

AT THE HANNOVER MASTERS' OFFICE, 23rd September.

Australian, British str., for Moji.

Hanu, French str., for Haiphong.

Meita, French str., for Toulon.

Merionethshire, British str., for Singapore.

Rubi, British str., for Manila.

DEPARTURES.

22nd September.

LITIS, German g-tt, for Hohlow and Pakhui, 23rd September.

HINSANG, British str., for Sourabaya.

KANU, British str., for Canton.

KARIN, Swedish str., for Saigon.

KOBAT, German str., for Bangkok.

LOONGSAM, British str., for Manila.

PHRANAN, German str., for Bangkok.

SIAM, British str., for Singapore.

SUNGKAN, British str., for Cebu.

TSINTAU, German str., for Bangkok.

VESSELS IN DOCK.

23rd September.

ABERDEEN DOCKS.—KOWLOON DOCKS.—U. S. S. Pathfinder.

Kongnun, Laising, Shawmut, Likiin.

COSMOPOLITAN DOCK.—Samson.

VESSELS ON THE BERTH

"SHIRE" LINE STEAMSHIP CO. FOR HAVRE, LONDON AND ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE," Captain G. C. Candy, will be despatched for the above ports TO-DAY, the 24th inst., at 10 A.M.

This steamer has superior accommodation for Saloon passengers. For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 11th August, 1904. [1538]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN," Captain A. H. Schaw, will be despatched for the above ports SATURDAY, the 15th October.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 19th September, 1904. [2258]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI THE Company's Steamship

"HAIMUN," Captain Robson, will be despatched for the above ports TO-DAY, the 24th inst., at 1 P.M. For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 22nd September, 1904. [2285]

NIPPON YUSEN KAISHA.

FOR GENOA, MARSEILLES AND LONDON, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

THE C. M. Steamship

"PAKING."

Captain H. G. P. Rodway, will be despatched for the above ports TO-DAY, the 24th inst., at 4 P.M.

For Freight, apply to

A. S. MIHARA, Agent.

Hongkong, 10th September, 1904. [2235]

HONGKONG-MACAO LINE.

S.S. "WING-CHAI," Captain T. Austin, R.N.R.

DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.

FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.

2nd Class \$1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip Every Sunday, and takes only 3 hours to reach Macao.

MING ON & CO.

2nd Floor, 16, Victoria Street.

Hongkong 8th September, 1903.

HONGKONG-CANTON LINE.

THE British steamship

"YING KING."

Captain E. J. Page, of 1988 tons, Registered, is the newest, fastest and most luxuriously furnished steamer on the line and is lighted throughout with electricity, hot and cold water service.

The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 8 P.M., and returning from Canton every following evening at 5 P.M.

1st Class ... \$3.00 for Single Journey

2nd ... 1.50

Meals ... 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUKON S. CO., LTD.

No. 216, Wing Lok Street.

Hongkong, 27th February, 1904. [7]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	NUBIA	Brit. str.	F. N. Tillard	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	FOEMOSA	Brit. str.	B. H. W. Snow	P. & O. S. N. Co.	About 30th inst.
LONDON, AMSTERDAM & ANTWERP	TYEDRUM	Brit. str.		BUTTERFIELD & SWIRE	27th inst.
LONDON, AMSTERDAM & ANTWERP	PACEROLIN	Brit. str.	Dickens	BUTTERFIELD & SWIRE	11th Oct.
LONDON, AMSTERDAM & ANTWERP	ACHILLES	Brit. str.	Williams	BUTTERFIELD & SWIRE	25th Oct.
MARSEILLES, &c. VIA PORTS OF CALL	UITSES	Brit. str.		BUTTERFIELD & SWIRE	8th Nov.
MARSEILLES, &c. VIA PORTS OF CALL	FRENCH	Brit. str.	Vernon	BUTTERFIELD & SWIRE	1st P.M.
PAKING	H. G. P. Rodway	Brit. str.		NIPPON YUSEN KAISHA	To-day, 4 P.M.
BAVARIA		Ger. str.			
SCANDIA		Ger. str.	H. Formes		
BELEM		Ger. str.			
HAVRE & HAMBURG	SUEVIA	Ger. str.			
HAVRE & HAMBURG	BRISGAVIA	Ger. str.	von Döhren		
HAVRE & HAMBURG	SLAVONIA	Ger. str.	Schülke		
HAVRE & HAMBURG	SEGOMIA	Ger. str.	Madsen		
HAVRE, LONDON & ANTWERP	MERIONETHSHIRE	Brit. str.			
DURBAN, NATAL	INKUM	Brit. str.	G. C. Cundy		
TREISTE, &c. VIA SINGAPORE, &c.	AUSTRIA	Aus. str.	E. S. Pearce		
NEW YORK, VIA PORTS & SUEZ CANAL	PINGSY	Brit. str.	Colleman		
NEW YORK VIA SUEZ CANAL	SAGAMI	Brit. str.			
VANCOUVER, VIA SHANGHAI, &c.	CLAVERBURN	Brit. str.	DODWELL & CO., LTD.		
VANCOUVER, VIA SHANGHAI, &c.	E. OF CHINA	Brit. str.	Parker		
ATHENIAN	THREMONT	Brit. str.			
DEUCALION		Brit. str.	T. W. Garlick		
NUMANTIA		Brit. str.			
CHINGTU		Brit. str.			
AUSTRALIAN	ESANG	Brit. str.			
TIENTSIN		Brit. str.			
SHANGHAI		Brit. str.			
NINGPO & SHANGHAI	TUNGSING	Brit. str.			
FOOCHOW, VIA SWATOW & AMOY	TAIWAN	Brit. str.			
TAMSUI, VIA SWATOW & AMOY	TEUMPH	Jap. str.	A. Hansen		
TAMSUI, VIA SWATOW & AMOY	M. STRUVE	Jap. str.	H. A. Harsdorff		
SWATOW, CHFOO & TIENTSIN	W. BADDELEY	Jap. str.	T. Brandt		
SWATOW, AMOY & TAMSUI	THALES	Brit. str.	Robson		
CEBU & ILOILO	RAE	Brit. str.	Crowe		
MANILA	TEEMONT	Brit. str.	R. W. Almond		
MANILA	TEAN	Brit. str.	A. Sommerville		
MANILA	ZAPFIO	Brit. str.	R. Rodger		
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	E. J. Tadd		

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS. THE Steamship

"NUBIA"

Captain F. N. Tillard, carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 24th SEPTEMBER, at NOON, taking passengers and cargo for the about ports in connection with the Company's ss. "Himalaya," 6,898 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London under arrangement, will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Persia," due in London on the 6th November.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 10th September, 1904. [1]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking cargo at through rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS).

THE Company's Steamship

"AUSTRIA," Captain Collsdorff, will be despatched as above on FRIDAY, the 30th inst., at 1 P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 3rd September, 1904. [3]

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL

PROPOSED SAILINGS FROM HONGKONG.

FOR FURTHER INFORMATION, APPLY TO DODWELL & CO., LTD.

QUEEN'S BUILDINGS.

Hongkong, 20th September, 1904.

FOR FREIGHT OR PASSAGE, APPLY TO DODWELL & CO., LTD.

GENERAL AGENTS.

Hongkong, 10th September, 1904. [1]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

OCEAN STEAM SHIP CO., LTD.
AND
**CHINA MUTUAL STEAM
NAVIGATION CO., LTD.**
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	TO	DUE
GLASGOW and LIVERPOOL	"DEUCALION"	On 28th September	
GLASGOW and LIVERPOOL	"ULYSSES"	On 8th October	
GLASGOW and LIVERPOOL	"JASON"	On 14th October	
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 22nd October	

HOMEWARDS.

FROM	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"TYDEUS"	On 27th September
LONDON, AMSTERDAM and ANTWERP	"PATROCLUS"	On 11th October
GENOA, MARSEILLES and LIVERPOOL	"PINGSUEY"	On 22nd October
LONDON, AMSTERDAM and ANTWERP	"ACHILLES"	On 25th October
LONDON, AMSTERDAM and ANTWERP	"ULYSSES"	On 8th November

* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"DEUCALION" "YANGTSZE"	On 3rd October, On 1st November
For Freight, apply to	BUTTERFIELD & SWIRE, AGENTS.	[10-11]

Hongkong, 19th September, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO & SHANGHAI	"TAIWAN"	On 27th September.
MANILA	"TEAN"	On 27th September.
SWATOW, CHEFOO and TIENTSIN	"KANSU"	On 29th September.
CEBU & ILOIO	"KAIFONG"	On 3rd October.
PORT DARWIN, THURSDAY		
ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BEIRSBANE, SYDNEY and MELBOURNE	* "CHINGTU"	On 3rd October.
* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table. A duly qualified Surgeon is carried.		
* Taking cargo on through bills of lading to all Yangtze and Northern China Ports.		
* Taking cargo and Passengers at through rates for all New Zealand Ports and other Aus. & N.Z. Ports.		
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		
For Freight or Passage, apply to—	BUTTERFIELD & SWIRE, AGENTS.	[12]

Hongkong, 24th September, 1904.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.		
FOR	STEAMERS	TO SAIL
SHANGHAI	"TUNGSHING"	Tuesday, 27th Sept., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Wednesday, 28th Sept., 3 P.M.
TIENTSIN	"ESANG"	Wednesday, 28th Sept., 4 P.M.
* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.		
* Taking cargo on through bills of lading to Chefoo, Tientsin and Yangtze Ports.		
For Freight or Passage, apply to—	JARDINE, MATHESON & CO., GENERAL MANAGERS.	[1938]

Hongkong, 26th September, 1904.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHIEFOO or CHIN-WAN-TAO, TO DURBAN, NATAL.		
The following chartered steamers will run at intervals of about 3 weeks:		
S.S. "SWANLEY" ...	Captain J. P. Dawson.	
S.S. "COURTFIELD" ...	Captain J. W. Martin.	
S.S. "CRANLEY" ...	Captain W. E. Steele.	
S.S. "IKBAL" ...	Captain A. Jennings.	
S.S. "ASCOT" ...	Captain C. E. Cox.	
S.S. "TWEEDDALE" ...	Captain T. M. Milne.	
S.S. "LOTHIAN" ...	Captain J. C. Williamson.	
S.S. "INKUM" ...	Captain E. S. Pearce.	

The next departure will be the S.S. "INKUM," sailing from here on 25th inst., at Daylight, via CHEFOO (taking cargo for Durban).

For Freight, apply to—

GIBB, LIVINGSTON & CO., AGENTS.

Hongkong, 23rd September, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 4th October, 1904, AT 1 P.M., the Company's Steamship "AUSTRALIEN," Captain Veron, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via Ports of Call, WITHOUT TEASHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on Monday, the 3rd October. Specie and Parcels received until 4 P.M. on the same day. No cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 21st September, 1904.

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[ALL RIGHTS RESERVED.]

HIS ISLAND PRINCESS,
FROM THE NOTES OF RUPERT DE LA TOUCHE
(1829).BY
W. CLARK RUSSELL.Author of "The Wreck of the Grosvenor,"
"Overline," &c.

CHAPTER XII.

SILAS COTTON.

Now that Captain Scott was dead, I could think of nothing but how to get away with Eulalie from the island. My desire throughout my waking hours was to see my wife restored to civilisation and myself rescued from the miserable monotony of the days that were passing over our heads. Indeed, Eulalie's case was still as grave as it ever had been: "was a question no longer of if her father died what would become of her; if I died what would she do?"

In Captain Scott's time I never thought of looking out for a ship, but now when I was abroad my eyes were rarely off the horizon. It was indeed a helpless quest on which to send the grave. Never did I catch sight of a sail on the blue line that gridded our little principality. Did no whaler ever pass, no ship surveying or exploring? would no vessel bound from New Holland for Europe come this way? Our only chance lay in the boat in which I had arrived on this island. But I shrank, not from adventuring my own, but Eulalie's life, in her, and she too trembled at the scheme when I talked of leaving the island in that tiny ark and going away. God knows whether in search of an island where we should find a ship. She remembered the stories of my sufferings in that boat; she recalled my appearance, how nearly dead I was when she saw me lying over the bows.

Thus insensibly the days glided past whilst we only talked of getting away. We went one afternoon when it was cool down to the creek to look at the boat. It lay perfectly safe, and looked a hearty, likely enough boat alongside the canoe. She needed but little overhauling to render her as staunch as at the hour of her birth.

"I never believed," said Eulalie, "that she was so small a boat."

"Figure her," said I, "in mid-ocean with no land that I know of within boundless leagues. What a speech! and we two in her. How could I endure to see you suffering as I have seen others suffer, as I have myself suffered, betwixt those gunwales."

"I would rather remain with you and die with you here," said I, "in mid-ocean with your eyes seemed large with tears and thoughts which filled them with light and meaning."

"We will neither live here, nor die here," says I, "if we can help it. But we have not only our lives to consider. If we go away in that boat, we must take the property contained in your chest, the Spanish and English pieces of silver and gold in dollars, and the jewellery that was your mother's, and the little sack of diamonds and rubies. I am a poor man. I am worth nothing. Your little estate is all we have, but it means very great debt to us who are beggars without it. For how do we know but that those diamonds may not prove of great value? And what I mean to say is that by committing our property as well as our lives to that little boat we shall greatly multiply the reasons why we should deliberate long before we determine to sail away."

"I am willing to do anything that is right to be done," said my wife.

"You see," says I, "if a ship would only leave to off this island we could improve our fortune by embarking in her the cargo which your father saved from the schooner. A portion of that cargo would handsomely pay our passage, and for the remainder we should find good purchasers I make no doubt."

"But ships never do come here," said Eulalie. This I bitterly understood, though I desired not to believe it.

"Well," said I, after some further talk, rising, and Eulalie rose with me, "we will give the ship that may come a chance by waiting a little longer, and meanwhile I believe that the boat may be made more fit for the sea than she is by heightening her sides and half-decking her forward and raising her shaft by fixing upon her what I will call a storm board, so that we should be forced to run before a hollow following sea, the storm board will shoulder off the chasing water, and perhaps save the boat from being swamped. I am a bad carpenter," says I, looking at the boat, "but there are plenty of tools in the out-house, and timber is easily found even if it should come to our knocking that old canoe to pieces and using her staves. At all events," says I, "if no ship leaves into sight within the next month I will go to work on that boat, and we must make up our minds to leave the island in her and put our trust in God. Who loves you and will not abandon you."

Thus saying I kissed her and passed my arm through hers, and to either we slowly made our way towards the house.

Very early one morning I walked forth into the garden to breathe the air and as usual, to look about me for a ship. Eulalie was rising and would presently be busy preparing breakfast. To my amazement on looking towards the south-east part of the sea I spied a ship about two and a half to three miles distant. I rushed into the house for the spy-glass, shouting to Eulalie "There is a ship! There is a ship!" and speeding out again pointed the glass with hands which vibrated with excitement. The glass revealed her a stout, tall, brig, black in hull. I saw the muzzles of some cannon in her port holes.

It was indeed blowing with some weight out at sea, and the brig was sailing fast, and which was frightful to perceive, speeding away from the island. I dashed down the spy-glass. Eulalie came running out.

"There she is," I cried, wildly pointing. "Would to God I had had the good sense to collect some stuff ready for a smoke!"

"That I might lose no chance, however, I raced to the back calling to Eulalie to come and help me, and a very short time we collected material enough for a great smoke to wend from the front of the house, which would be a visible part of the island from the brig, whose people I dreaded might confuse the smoke with some sulky volcanic display. I fired the heap, but meanwhile the brig was creeping away into toy-like dimensions, and by the time a large pile of smoke was speeding from the garden over the sea, the vessel had shrunk into a mere square of white, that glimmered like mother-of-pearl in the airy blue distance.

My heart weighed in me like a stone. I knew that she was gone and lost to us, and that months, perhaps years, might pass before a ship looked in so close again. I was nearly crazy with despair and stood gazing at the white gleam on the sea-line like an idiot whilst the fire seethed and hissed to the strong fuming of the wind, and the smoke poured away till the tail of that mused."

W. G. walked into the dining room. Eulalie had laid the cloth and some breakfast. Cotton as coolly as though he was an old occupant of the house, leans his musket in a corner, sets his bag down at its butt end, and then starts looking about him, half frowning and with that sinister smile.

Eulalie, whose smile was extraordinary piercing, now cries with a flash of her pointing bare arm, as she speaks:

"Isn't that a man walking there?" I sprang for the glass and levelled it in the direction she indicated, but saw nothing save trees, and where the savanna lay open there was no sign of a man.

"A man!" cried I, "are you sure it was a man?" says she, "when I called out. But," again straining her eyes, "it has gone, whatever it was."

"You would not be able to see a man all that distance," I exclaimed, for the place she indicated lay between two and three miles away.

However, the mere idea of there being a man in the island made me feel uneasy. For if there was one there might be more, and what kind of men would they be? What ship was that which had set them ashore? And for what purpose had they landed? And why had she sailed away and left them?

I continued to spy my glass in the direction my wife had called my attention to, but for some time to no purpose, when all on a sudden the lenses brought into view the figure of a man coming out of a little wood down at the foot of the volcano. Eulalie was then gone indoors. I breathed short and fast whilst I gazed. I could see only one man, though I scented the entrance of the woods for others. He carried a musket on his shoulder and a bundle in his hand and advanced very slowly, apparently directing his steps by the smoke I had made, and then when he had come to the edge of the cliff about a mile from the creek where the run of the coast lay open, he sat down to rest in the shelter of a little knot of food which I forgot.

"This is what we live upon at sea, madam," said he, laying his hand upon a biscuit. "Oh, sorry! it crawls with vermin, and this meat would make a good block for a butcher to chop his carcasses on."

"Is that the cabin fare?" says I.

"Ay, between ports," he answered. "We may look in for a stock of fresh meat, green and otherwise, now and again, and then we do middling well. But for the eleven moons in the twelve, that's it, madam," said he, taking up a biscuit and striking the beef with it.

By this hour the ship had disappeared. The man raised his hat and I returned his salute and he says:

"When I saw that smoke I knew it wasn't volcanic. I am vastly glad to find myself on an inhabited island."

"Pray, sir," says I, "who are you, and what ship was that, and what are you doing here?" and I looked at his musket and the bundle he held.

"Oh," says he, "the vessel that put me ashore is the 'Lady Hobart,' a whaler and sloop of war, and I was her second-lieutenant. Our commission was to take what we could from the enemies of our country and failing booty to fish for whales."

"But why are you ashore?" says I, seeing him stop and look at the sea.

"Why," he answered, in a careless sort of way, "the captain, a fellow named Lister, owed me a grudge ever since we left England in consequence of a quarrel over a girl at Portsmouth. Some days ago it came to such high words between us that I knocked him down and so the rogue, conceiving this to be an uninhabited island, claps me ashore alone with this musket and powder flask and a week's provisions."

"He's marooned you, then," said I.

"Ay, that's it," he answered nodding. "But I'll cut-worth him yet, if he was the devil himself," says he, with a fierce scowl at the sea where the ship had vanished.

I did not like his looks. So far from being rejoiced at the apparition of a fellow countryman, a sailor to help me who was the only man in the island, I felt so much uneasiness on viewing him that my sensations had the keeness of alarm. He was tall and well-built, of a very pale olive complexion, his features were regular; he had brilliant dark eyes which took a fierce light than nature designed from his habit of bringing his heavy black eyebrows together in a frown or scowl. His hair was low and defaced by an old scar that in its day had been an ugly wound. His hair was dark and abundant, and it in a queue down his back. He was dressed in a blue jacket with metal buttons, striped flowing trousers, shoes, a low-crowned round hat, a heavy black silk handkerchief, tied round a large loose collar, and a belt with a massive silver buckle.

I took this measure of him whilst he scowled at the sea after speaking, and then he says, turning his eyes round about:

"Is there ever a village in this island?"

"No," I answered. "I and my wife are the only two inhabitants, and we should have been mighty glad had our smoke signalled your ship to our rescue."

"Oh, then," says he, "you aren't settled here. Maybe you are shipwrecked?"

I knew it must come to my inviting him to the house, which I did, though very ill at ease, and as we walked I briefly related my story.

"You have boat, then," cries he, with his eyes glistening for we were now near the house and command a view of the creek where the boat and canoe lay plain. "I was, you I should have been off and away long ago."

"Have you any knowledge of these seas?" says I.

"Some," he answered, in a devil-may-care way, as what he said was all due to him.

His saying this rallied my spirits a little. I asked him at what island we might expect to find help. "I mean the nearest island," I said, "for the boat is small. I don't choose to risk my wife's life in her when, by waiting, a ship may pass here."

"Taithi is your island," says he. "I'll steer you right away from that place. There was a French man-of-war and two American vessels and a whaler there when we looked in. Have you a compass?"

"Ay."

"What's your name?"

"Rupert de la Touche. And yours?"

"Sils Cotton." Here we gained the house. He cast a frown look at the two graves and ran his eyes with curiosity over the building.

Eulalie came to the door, a wide straw hat. He took off his hat and held it whilst he viewed her, and whilst she stared at him with a light of alarm in her eyes as though like a deer or gazelle or some beautiful timid creature, she would start and fly in an instant.

"That is Lieutenant Cotton, Eulalie," says I, "of the privateer 'Lady Hobart,' who has been set ashore here with a musket and a week's provisions for knocking down his captain."

I saw by the reception of this blunt introduction that she liked his appearance as little as I.

"Ay, Mr. de la Touche," says he laughing, "that's all right as far as it goes. But your wife don't know yet why I knocked the fellow down."

"Step in," says I, "and ease your shoulder of that musket."

W. G. walked into the dining room. Eulalie had laid the cloth and some breakfast. Cotton as coolly as though he was an old occupant of the house, leans his musket in a corner, sets his bag down at its butt end, and then starts looking about him, half frowning and with that sinister smile.

"Does a man need to go abroad to earn his bread?" says he.

"No," says I.

"You and your wife are the only inhabitants," says he.

"I think I told you that," I answered.

Look which he got from his teeth and black brows I asked him to sit and he came to the table.

"Well," says he, "I don't think the sight of this would do my skipper's eyes good. He is Captain John Lister, mark you, and I knocked him down, madam," said he, addressing himself to Eulalie, "with my fist, because he used a word to me which no gentleman employs to another nor suffers himself to be insulted by, through the offender were God Almighty Himself."

His eyes flashed, his brow blackened, his face lit as fierce as the sun.

Cotton proceeded. "They put me in iron-quite right!" Then called a council of the captain and lieutenants and they decided to maroon me, to set me ashore upon a desolate uninhabited island, where the captain hoped I would miserably perish in a month, and this is what the rascal's wish is fulfilled!"

He flashed a look around him. It was on braiding, so rapid that it seemed to rest on nothing. I was willing to believe his story, Striking a captain is an enormous offence on board ship, and this man had, owned to this crime, though he means to fetch help for us."

"Do you think we shall ever see him again after he has gone?" she asked.

"I hope we shan't unless he comes with others in a ship," said I.

"But if he takes our boat, and does not return we shall lose her," she exclaimed.

"These thoughts have passed through my head, Eulalie," I said.

I was passionately anxious to get rid of this fellow, and saw no other way of doing so than by the boat. Our outlook, it is true, would be most forlorn if we were to wait for a passing ship. But the arrival of this man had made it either that, or our going away with him in the boat, or of our leaving him in the island, which he was not likely to suffer, and having formed a resolution, I told Eulalie I should abide by it.

I saw him glance from time to time at Eulalie, in an idle, heedless manner, and he directed many swift looks at me too, but these were commonly critical. He fed very heartily and said that after a long course of salt food these dishes of cocoa-nuts, plantains and a choco sank through him in delicious coolness and refreshment. In the middle of the repast he picked up his bundle from the floor and put it on the table, and exposed about twenty ship's biscuits, a large piece of salt junk, a cheese, and one or two other articles of food which I forgot.

"This is what we live upon at sea, madam," said he, laying his hand upon a biscuit. "Oh, sorry! it crawls with vermin, and this meat would make a good block for a butcher to chop his carcasses on."

"This is what the cabin fare?" says I.

"Ay, between ports," he answered. "We may look in for a stock of fresh meat, green and otherwise, now and again, and then we do middling well. But for the eleven moons in the twelve, that's it, madam," said he, taking up a biscuit and striking the beef with it.

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BANKS

HONGKONG & SHANGHAI BANKING CORPORATION
PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
STERLING RESERVE \$10,000,000
SILVER RESERVE 7,000,000
PAID-UP CAPITAL \$17,000,000
RESERVE LIABILITY OF PROP'TORS \$10,000,000

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ON FIXED DEPOSITS
For 3 months, 3% per cent. per annum.
For 6 months, 3% per cent. per annum.
For 12 months, 4% per cent. per annum.

J. R. M. SMITH, Chief Manager, Hongkong, 22nd August, 1904.

THE DEUTSCH-ASIATISCHE BANK
AUTHORISED CAPITAL Sh. Taels 7,500,000
HEAD OFFICE — SHANGHAI
BOARD OF DIRECTORS — BERLIN

BRANCHES: Berlin — Calcutta — Hankow — Tientsin — Tsingtao (Kiautschou)
LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SONS, THE UNION OF LONDON AND SMITHS BANK, LIMITED, DEUTSCHE BANK (BERLIN), LONDON AGENTS, DIRECTION DER DISCONTINU GESSELLSCHAFT

INTEREST allowed on Current Account, DEPOSITS received on terms which may be applied. Every description of Banking and Exchange business transacted.

H. FIGGE, Manager.

Hongkong, 11th August 1904.

IMPERIAL BANK OF CHINA
ESTABLISHED BY IMPERIAL DECREES OF THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL Shanghai Taels 5,000,000
PAID-UP CAPITAL 2,500,000

HEAD OFFICE — SHANGHAI
BRANCHES AND AGENCIES: Canton — Peking — Chefoo — Penang — Singapore — Hankow — Tientsin — Tsingtao (Kiautschou)

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sends Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH
Advanced made on approved securities. Bills discounted.

INTEREST ALLOWED on Deposits at 2% per annum on Current Account daily balance.

3% per annum on Fixed Deposits for 3 months

4% " " " 6 " "

5% " " " 12 " "

H. C. MARSHALL, Acting Manager.

Hongkong, 17th May, 1904.

THE YOKOHAMA SPECIE BANK LIMITED

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,520,000

HEAD OFFICE — YOKOHAMA

BRANCHES AND AGENCIES: Tokyo — Kobe — Nagasaki — London — Lyons — New York — San Francisco — Honolulu — Bombay — Shanghai — Tientsin — Newchwang — Daly — Peking

LONDON BANKERS: THE LONDON JOINT STOCK BANK, LIMITED — PARS BANK, LIMITED — THE UNION OF LONDON AND SMITHS BANK, LIMITED

HONGKONG — INTEREST ALLOWED
On Current Account at the rate of 2% per cent. per annum on the daily balance.

On fixed deposits for 12 months 5%, per cent.

6% " 3% " "

3% " 3% " "

TARO HODSUMI, Manager.

Hongkong, 12th September, 1904.

THE NATIONAL BANK OF CHINA LIMITED

AUTHORIZED CAPITAL 21,000,000
PAID-UP CAPITAL 2,324,374

HEAD OFFICE — HONGKONG

BOARD OF DIRECTORS: C. E. E. EVANS, Esq. — K. W. FONG KUK, Esq. — J. FOCKE, Esq. — G. C. MOXON, Esq.

Chief Manager, GEO. W. F. PLAYFAIR.

Interest for 12 Months Fixed 5%.

Hongkong, 3rd August, 1904.

HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rule may be obtained on application.

INTEREST on deposits is allowed at 3% per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed or FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION. J. R. M. SMITH, Chief Manager.

Hongkong, 1st May, 1902.

BANKS

THE BANK OF TAIWAN (FORMOSA) LIMITED
(INCORPORATED BY SPECIAL IMPERIAL CHARTER)

AUTHORIZED CAPITAL Yen 5,000,000
PAID-UP CAPITAL 2,500,000

HEAD OFFICE: TAIFEN, FORMOSA
HONGKONG OFFICE: 4, QUEEN'S ROAD (facing Duddell Street).

BRANCHES: — AMOY, KOBE, TAINAN.

HONGKONG — INTEREST ALLOWED
On current account at the rate of 2 per cent. per annum on the daily balance.

On fixed deposits for 12 months 5% per annum

6% " 4% " "

3% " 3% " "

S. SHIGENAGA, Manager.

Hongkong, 2nd February, 1903.

INTERNATIONAL BANKING CORPORATION

Capital, Surplus and Undivided Profits, Gold 37,992,173.37 — about £1,640,000.

Capital and Surplus authorised, Gold \$10,000,000 — £2,055,000.

HEAD OFFICE: 1, WALL STREET, NEW YORK.

LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

Branches at SAN FRANCISCO, WASHINGTON, MEXICO, MANILA, CEBU, SHANGHAI, SINGAPORE, YOKOHAMA, BOMBAY, CALCUTTA, CANTON, and Agents all over the World.

LONDON and CONTINENTAL BANKERS: NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

UNION OF LONDON AND SMITH'S BANK, LIMITED.

CREDIT LYONNAIS, DRESDENER BANK, COMPTOIR NATIONAL D'ESCOMPTES DE PARIS, &c.

The Corporation transacts every description of Banking and Exchange business, receives Money in Current Account and issues Fixed Deposit Receipts either in Gold or Silver at rates which may be ascertained on application.

HONGKONG BRANCH: 20, DES VIEUX ROAD CENTRAL, CHARLES R. SCOTT, Manager.

Hongkong, 25th July, 1904.

RUSSO-CHINESE BANK

ORGANISED UNDER IMPERIAL DECREES OF 10TH DECEMBER, 1895.

ESTABLISHED BY IMPERIAL DECREES OF THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL Shanghai Taels 5,000,000
PAID-UP CAPITAL 2,500,000

HEAD OFFICE — SHANGHAI

BRANCHES AND AGENCIES: Canton — Peking — Chefoo — Penang — Singapore — Hankow — Tientsin — Tsingtao (Kiautschou)

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sends Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH
Advanced made on approved securities. Bills discounted.

INTEREST ALLOWED on Deposits at 2% per annum on Current Account daily balance.

3% per annum on Fixed Deposits for 3 months

4% " " 6 " "

5% " " 12 " "

H. C. MARSHALL, Acting Manager.

Hongkong, 17th May, 1904.

THE YOKOHAMA SPECIE BANK LIMITED

ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000

CAPITAL PAID-UP 18,000,000

CAPITAL UNCALLED 6,000,000

RESERVE FUND 9,520,000

HEAD OFFICE — YOKOHAMA

BRANCHES AND AGENCIES: Tokyo — Kobe — Nagasaki — London — Lyons — New York — San Francisco — Honolulu — Bombay — Shanghai — Tientsin — Newchwang — Daly — Peking

LONDON BANKERS: THE LONDON JOINT STOCK BANK, LIMITED — PARS BANK, LIMITED — THE UNION OF LONDON AND SMITHS BANK, LIMITED

HONGKONG — INTEREST ALLOWED

On Current Account at the rate of 2% per cent.

per annum on the daily balance.

On fixed deposits for 12 months 5%, per cent.

6% " 3% " "

3% " 3% " "

TARO HODSUMI, Manager.

Hongkong, 12th September, 1904.

THE NATIONAL BANK OF CHINA LIMITED

AUTHORIZED CAPITAL 21,000,000

PAID-UP CAPITAL 2,324,374

HEAD OFFICE — HONGKONG

BOARD OF DIRECTORS: C. E. E. EVANS, Esq. — K. W. FONG KUK, Esq. — J. FOCKE, Esq. — G. C. MOXON, Esq.

Chief Manager, GEO. W. F. PLAYFAIR.

Interest for 12 Months Fixed 5%.

Hongkong, 3rd August, 1904.

HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rule may be obtained on application.

INTEREST on deposits is allowed at 3% per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed or FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION. J. R. M. SMITH, Chief Manager.

Hongkong, 1st May, 1902.

NOTICES TO CONSIGNEES

AUSTRIAN-LLOYD'S STEAM NAVIGATION COMPANY

NOTICE TO CONSIGNEES.

FROM TRIESTE, Fiume, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG, AND SINGAPORE.

THE Company's Steamship

"TRIESTE"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, whence delivery may be obtained.

This Vessel brings Cargo: —

From Venice ex s.s. Verus, transhipped at Trieste.

From Zanzibar and South Africa ex s.s. Koerber, transhipped at Aden.

Optional Cargo will be discharged here unless notice to the contrary is given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned after NOON, on the 25th September, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th September will be subject to rent.

Bills of Lading will be countersigned by Sander, Wierler & Co., Agents.

Hongkong, 23rd September, 1903.

INTERNATIONAL BANKING CORPORATION

Capital, Surplus and Undivided Profits, Gold 37,992,173.37 — about £1,640,000.

Capital and Surplus authorised, Gold \$10,000,000 — £2,055,000.

HEAD OFFICE: 1, WALL STREET, NEW YORK.

LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

Branches at SAN FRANCISCO, WASHINGTON, MEXICO, MANILA, CEBU, SHANGHAI, SINGAPORE, YOKOHAMA, BOMBAY, CALCUTTA, CANTON, and Agents all over the World.

LONDON and CONTINENTAL BANKERS: NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

UNION OF LONDON AND SMITH'S BANK, LIMITED.

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